ABSTRACT OF THE DISCLOSURE

The invention relates to a piloted valve, in particular an electropneumatic control valve for a pneumatic brake system of a vehicle. Said valve comprises a divided valve housing, in which at least one control piston that can be axially displaced for actuating a valve seat arrangement, which switches the compressed air flow between external connections, is located. The control piston can be impinged by at least one electromagnetic pilot valve to cause the axial displacement, said valve being lodged in a pilot valve housing part that is connected to the relay valve housing part, whereby a pressure compensation channel with multiple bends is configured in the vicinity of the wall of the control chamber in the valve housing for bleeding a pressureless hollow chamber in the interior of the valve. The outlet opening of said channel that leads to the exterior is located at a distance behind a cover hood on the valve housing and is protected against water splashes. The section of said channel that lies in close proximity to the hollow chamber is provided with an interchangeable pressure compensation element.